Listing of the Claims:

1. (Currently amended) A fuel-conditioning skid for an engine, the fuel-conditioning skid comprising:

an inlet connectable to a source to receive a flow of gaseous fuel containing undesirable compounds;

an outlet connectable to the engine to deliver a flow of fuel that is substantially free of undesirable compounds;

an inlet cleaner in fluid communication with the inlet and operable to remove a portion of the undesirable compounds;

a compressor in fluid communication with the inlet cleaner, the compressor receiving the flow of fuel at a first pressure and discharging the flow of fuel at a second pressure, the second pressure being greater than the first pressure; and

a purifier in fluid communication with the inlet cleaner to receive the flow of fuel, the purifier operable to chill out the flow of fuel to a temperature below the freezing point of water to condense out and remove at least a portion of the remaining undesirable compounds from the flow of fuel.

2. (Original) The fuel-conditioning skid of claim 1, wherein the inlet cleaner includes an inlet filter and a liquid separator.

3. (Original) The fuel-conditioning skid of claim 1, wherein the compressor includes a variable speed drive.

4. (Original) The fuel-conditioning skid of claim 1, wherein a flow of oil passes through the compressor and the compressor includes a fuel/oil separator.

5. (Previously presented) The fuel-conditioning skid of claim 4, wherein the compressor includes a temperature-controlled valve that selectively diverts a portion of the oil to an oil cooler to maintain the oil temperature above a predetermined level.

6. (Currently amended) The fuel-conditioning skid of claim 1, wherein the purifier includes a multi-stage chiller for chilling the flow of fuel to a temperature below the freezing point of water, each stage of the chiller operable to cool the flow of fuel below the temperature of the previous stage, each stage including a condensate drain positioned to drain a portion of the undesirable compounds from the flow of fuel.

7. (Currently amended) The fuel-conditioning skid of claim 6, wherein the ~~purifier~~ multi-stage chiller includes:

an aftercooler receiving the flow of fuel from the compressor, the aftercooler operable to cool the flow of fuel;

a first stage heat exchanger receiving the flow of fuel from the aftercooler and further cooling the flow; and

a second stage heat exchanger receiving the flow of fuel from the first stage heat exchanger and further cooling the flow.

8. (Original) The fuel-conditioning skid of claim 7, wherein the purifier includes a carbon absorber tank that receives the flow of fuel from the second stage heat exchanger and a final filter that receives the flow of fuel from the carbon absorber tank and delivers the flow of fuel to the outlet.

9. (Original) The fuel-conditioning skid of claim 7, wherein the first stage heat exchanger includes a gas-to-gas heat exchanger, and wherein the flow of fuel exiting the second stage heat exchanger cools the flow of fuel within the first stage heat exchanger.

10. (Original) The fuel-conditioning skid of claim 7, wherein the second stage heat exchanger includes a plurality of refrigerant-to-gas heat exchangers, each heat exchanger individually selectable such that only one heat exchanger receives the flow of fuel from the first stage heat exchanger during steady-state operation.

11. (Original) The fuel-conditioning skid of claim 1, further comprising a bypass flow loop that selectively diverts a portion of the fuel from the purifier to the compressor to maintain the flow through the compressor above a predetermined level.

12. (Original) The fuel-conditioning skid of claim 1, further comprising a purge system operable to remove fuel and undesirable compounds from the compressor.

Claims 13 – 34 (Canceled)

35. (Currently amended) A fuel-conditioning skid for an engine, the fuel-conditioning skid comprising:

an inlet connectable to a source to receive a flow of gaseous fuel containing undesirable compounds;

an outlet connectable to the engine to deliver a flow of fuel that is substantially free of undesirable compounds;

an inlet cleaner in fluid communication with the inlet and operable to remove a portion of the undesirable compounds;

a compressor in fluid communication with the inlet cleaner, the compressor receiving the flow of fuel at a first pressure and discharging the flow of fuel at a second pressure, the second pressure being greater than the first pressure and at least 15 psig;

a purifier in fluid communication with the inlet cleaner to receive the flow of fuel, the purifier operable to chill the flow of fuel to condense out and remove at least a portion of the remaining undesirable compounds from the flow of fuel; and

a heat exchanger to warm the flow of chilled fuel.